



30/6/83

Transmittal Note

AMENDMENT No. 9

TO THE

SUPPLEMENT TO ANNEX 15 - SIXTH EDITION

AERONAUTICAL INFORMATION SERVICES

To incorporate Amendment No. 9:

1. Insert the attached new and replacement pages in their appropriate position.
 2. Remove and destroy the pages related to Afghanistan and Gambia.
 3. Record this amendment on page 2 of the Supplement.
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CONTINUED OVERLEAF - SUITE AU VERSO - CONTIÚA AL DORSO

<input type="checkbox"/>	No se ha recibido ninguna información.
<input checked="" type="checkbox"/>	Diferencias o comentarios respecto a la aplicación - detalles en las páginas siguientes.
<input checked="" type="checkbox"/>	No hay diferencias.

PART ICONTRACTING STATES WHICH HAVE NOTIFIED ICAO THAT NO
DIFFERENCES WILL EXIST BETWEEN THEIR NATIONAL REGULATIONS
AND PRACTICES AND THE INTERNATIONAL STANDARDS AND
RECOMMENDATIONS OF ANNEX 15, SIXTH EDITION

Afghanistan	Italy	Saudi Arabia
Argentina	Kenya	South Africa
Bahamas	Kuwait	Spain
Bangladesh	Lebanon	Sri Lanka
Barbados	Liberia	Suriname
Belgium	Libyan Arab Jamahiriya	Sweden
Brazil	Luxembourg	Syrian Arab Republic
Cyprus	Malawi	Thailand
Fiji	Malaysia	Togo
Finland	Malta	Trinidad and Tobago
Gambia	Mauritius	Uganda
Germany, Federal Republic of	Morocco	Uruguay
Ghana	Netherlands, Kingdom of the	Venezuela
Guyana	Portugal	Yemen
Ireland	Qatar	Yugoslavia

PART IICONTRACTING STATES FROM WHICH NO INFORMATION
HAS BEEN RECEIVED

Angola	Guatemala	Nauru
Antigua and Barbuda	Guinea	Nepal
Benin	Guinea-Bissau	Nicaragua
Botswana	Haiti	Philippines
Burundi	Honduras	Republic of Korea
Cape Verde	Iceland	Saint Lucia
Costa Rica	Indonesia	Sao Tome and Principe
Democratic Kampuchea	Jamaica	Sierra Leone
Democratic People's Republic of Korea	Kiribati	Somalia
Democratic Yemen	Lao People's Democratic Republic	Tunisia
Djibouti	Maldives	Turkey
El Salvador	Mauritania	United Arab Emirates
Equatorial Guinea	Mexico	Vanuatu
Grenada	Monaco	Viet Nam
	Mozambique	Zimbabwe

PART III

CONTRACTING STATES WHICH HAVE NOTIFIED ICAO OF DIFFERENCES
WHICH EXIST BETWEEN THEIR NATIONAL REGULATIONS AND PRACTICES
AND THE INTERNATIONAL STANDARDS AND RECOMMENDATIONS
OF ANNEX 15, SIXTH EDITION, OR HAVE COMMENTED ON IMPLEMENTATION

The number of pages shown below for each State and the date of publication of those pages correspond with the actual pages in this Supplement. A revised table of contents will be issued with each amendment to the Supplement.

	Pages	Date of publication		Pages	Date of publication
Index	III-VI	30/6/83			
<u>Contracting States</u>					
Algeria	1	31/12/80	Lesotho	1	31/12/81
Australia	1	31/12/80	Madagascar	1	30/6/83
Austria	1	31/12/80	Mali	1	31/12/80
Bahrain	1	31/12/80	New Zealand	1	31/12/80
Bolivia	1	31/12/80	Niger	1	31/12/80
Bulgaria	1-2	31/12/81	Nigeria	1	30/6/83
Burma	1	31/12/80	Norway	1	31/12/80
Canada	1	31/12/81	Oman	1	31/12/80
Central African Republic	1	30/6/83	Pakistan	1	31/12/80
Chad	1	31/12/80	Panama	1	31/12/80
Chile	1	30/6/83	Papua New Guinea	1	31/12/80
China	1	31/12/80	Paraguay	1	30/6/83
Colombia	1	31/12/80	Peru	1	31/12/80
Congo	1	30/6/83	Poland	1	30/6/83
Cuba	1	31/12/80	Romania	1	31/12/81
Czechoslovakia	1	30/6/83	Rwanda	1	31/12/80
Denmark	1-2	30/6/83	Senegal	1	30/6/83
Dominican Republic	1	31/12/80	Seychelles	1	31/12/80
Ecuador	1	31/12/80	Singapore	1	31/12/80
Egypt	1	30/6/83	Sudan	1	31/12/80
Ethiopia	1	31/12/80	Swaziland	1	31/12/80
France	1	30/6/83	Switzerland	1	31/12/80
Gabon	1	30/6/83	Union of Soviet Socialist Republics	1-2	31/12/81
Greece	1-2	30/6/83	United Kingdom	1	31/12/81
Hungary	1	30/6/83	United Republic of Cameroon	1	31/12/81
India	1	30/6/83	United Republic of Tanzania	1	30/6/83
Iran, Islamic Republic of	1	31/12/80	United States	1-2	30/6/83
Iraq	1	31/12/80	Upper Volta	1	30/6/83
Israel	1	31/12/80	Zaire	1	31/12/80
Ivory Coast	1	30/6/83	Zambia	1-2	30/6/83
Japan	1	31/12/80			
Jordan	1	31/12/80			

CENTRAL AFRICAN REPUBLIC	
Chapter 3	
3.4.1*	Aeronautical Information Publications, NOTAM and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.
Chapter 5	
5.2.1	The regulated system (AIRAC) is not applied.
5.2.1.1	Second class international NOTAM are promulgated on the first and third Thursday of every month and this does not allow for the application of the Standards and Recommended Practices.
5.2.1.2*	
5.2.2	
5.2.3*	
5.3.4.1	This standard is not applied because of the small number of aerodromes open to international traffic. International NOTAM (series A) are promulgated as a single series.
5.5.2 b)	Since not all the abbreviations contained in ICAO Doc 8400 have been accepted by our services, only those which have been adopted can be used for complementing the NOTAM code.
Chapter 7	
7.1.3	Pre-flight information is not distributed systematically.

*Recommended Practice

CHILE	
Chapter 3	
3.4.1*	The AIP and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.
3.4.5.1	No numerical identification is given if the area is only temporary.
Chapter 5	
5.1.1.4	At least 24 hours' notice is normally given on the activation of prohibited, restricted or danger areas.
Chapter 7	
7.1.3	For the time being, airport ARO/AIS units do not issue pre-flight information bulletins.

* Recommended Practice

CONGO	
Chapter 3	
3.4.1*	Aeronautical Information Publications, NOTAM and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.
Chapter 5	
5.1.1.1 q)	Rescue and fire fighting equipment is contained under Item 24 of the list of airport facilities in Part AGA 2 of the Aeronautical Information Publication. Details of unavailable facilities are notified by NOTAM.
5.2.1	The regulated system (AIRAC) is not applied.
5.2.1.1	Second class international NOTAM are promulgated on the first and third Thursday of every month and this does not allow for the application of the Standards and Recommended Practices.
5.2.1.2*	
5.2.2	
5.2.3*	
5.3.4.1	This standard is not applied because of the small number of aerodromes open to international traffic. International NOTAM (series A) are promulgated as a single series.
5.5.2 b)	Since not all the abbreviations contained in ICAO Doc 8400 have been accepted by our services, only those which have been adopted can be used for complementing the NOTAM code.
Chapter 7	
7.1.3	Pre-flight information is not distributed systematically.
Appendix 1	
5.3.2 4) b)	The magnetic bearing (from the reference VOR/DME) to the way-point defining a VOR/DME area navigation route will be given to the nearest degree.

* Recommended Practice

CZECHOSLOVAKIA	
Chapter 4	
4.2.3.1 4.2.3.2	Not applied in the meantime.
Chapter 5	
5.1.1.1 t)	Information concerning solar cosmic radiation is not originated and issued.
Appendix 1	
2.0 6)	Not applied in the meantime.
4.1 4)	Information concerning type of measurement system and of observation sites used in the provision of vertical wind shear and slant visual range is not published because these phenomena are not measured and observed.
5.3.3	Information concerning designated areas or routes is not published because such areas or routes are not established.
5.5 4)	Not applied because all aircraft flying within danger, prohibited or restricted areas could be intercepted.
5.6	Not applied in the meantime.

DENMARK	
Chapter 3	
3.4.4.1	In addition to the ICAO abbreviations, other abbreviations are used and marked by an asterisk in the tables contained in the GEN sections of the AIPs for Denmark and Greenland/Faroe Islands.
Chapter 4	
4.1.2 c)	Significant differences are not listed in the Denmark and Greenland/Faroe Islands AIPs.
4.1.3	Terminal area charts are not produced for Denmark and Greenland/Faroe Islands.
4.2.3	Not implemented in Denmark and Greenland/Faroe Islands for the time being, due to difficulties in producing AIP amendments at regular intervals.
4.2.3.1	Not yet applied in Denmark and Greenland/Faroe Islands.
4.2.3.2	Not yet applied in Denmark and Greenland/Faroe Islands. Instead, the following applies in Denmark only: The monthly Check List of NOTAM Class I (AFTN) and the printed plain language summary will include statements concerning: a) the latest NOTAM Class II issued and date of publication; b) the latest AIP amendment issued and date of publication; c) the latest NOTAM AIRAC issued or the NIL AIRAC notification; and d) the number of NOTAM Class I replaced by NOTAM Class II or incorporated in the AIP since the previous summary.
Chapter 5	
5.1.1.1 t)	Forecasts of solar cosmic radiation are not issued for Denmark and Greenland/Faroe Islands.
5.1.1.4	In Denmark and Greenland/Faroe Islands - a) Prohibited areas are established permanently in accordance with Royal Decrees. b) Restricted areas are generally established permanently. c) On activation of permanently established danger areas as published in the AIPs a 7 days' notice is not given. Information on actual activities within such areas may be obtained from certain aerodromes from 1200 GMT the day before the activity takes place.

DENMARK (cont'd)	
	d) On establishment of new prohibited, restricted or danger areas a NOTAM AIRAC will be issued. On establishment/activation of activities of a temporary nature, 7 days' notice will be given by NOTAM Class I or Class II.
5.2.2	In Denmark, a NIL notification is only issued as a NOTAM Class I. NIL notifications are not issued by Greenland/Faroe Islands.
5.3.1.2	Not fully applied in Denmark and Greenland/Faroe Islands.
5.4.6	A printed plain language summary of NOTAM Class I in force is not issued for Greenland/Faroe Islands.
Chapter 7	
7.1.3	Not applied in Denmark and Greenland/Faroe Islands.
Appendix 1	
5.0 5)	In Denmark and Greenland/Faroe Islands, the criteria to determine minimum flight altitudes are not published.
5.3.2 9)	Instead of minimum flight altitudes, minimum obstacle clearance altitudes are published for Greenland/Faroe Islands.

EGYPT	Regulated System (AIRAC) not applied for the time being.
Chapter 5	
5.2	

FRANCE	
Chapter 2	
SNOWTAM	The French Administration uses the term "NOTAM NEIGE" to indicate this type of NOTAM.
Chapter 3	
3.4.1*	To the extent possible, NOTAM and Aeronautical Information Circulars for international distribution include an English text for those parts expressed in plain language.
Chapter 5	
5.1.1.4	In the case of temporary airspace restrictions, the advance notice is only four days and should not be less than 48 hours.
5.2.1	The French Administration cannot guarantee that the NOTAM AIRAC which it originates and distributes will, in all cases, reach recipients at least 28 days in advance of the effective date. However, in preparing and distributing NOTAM AIRAC account is taken as far as possible of probable delays in routing. Moreover, in the event of a major change to the navigation aid, these NOTAM are, in principle, distributed 56 days in advance of the effective date.
5.5.2	The abbreviations adopted or utilized by French Services are listed in the GEN-2 pages of the French AIP. Abbreviations not adopted include those of such as F (degree Fahrenheit), which is not an Annex 5 unit of measurement, and certain abbreviations of Anglo-Saxon origin for which French abbreviations are utilized, e.g. ADAC instead of STOL and ADAV instead of VTOL.
Chapter 7	
7.1.3	Plain language bulletins are not systematically made available to flight crews.
Appendix 1	
2.2 41)*	According to French law, the aircraft owner or operator is responsible for removing aeroplanes accidentally immobilized on the apron or in its vicinity. Accordingly, the French Civil Aviation Administration does not envisage applying the provisions of 41).
5.3.2 4) b)	The bearing is given to the nearest degree.

* Recommended Practice

GABON	
Chapter 3	
3.4.1*	Aeronautical Information Publications, NOTAM and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.
Chapter 5	
5.2.1	The regulated system (AIRAC) is not applied.
5.2.1.1	Second class international NOTAM are promulgated on the first and third Thursday of every month and this does not allow for the application of these Standards and Recommended Practices.
5.2.1.2*	
5.2.2	
5.2.3*	
5.3.4.1	This standard is not applied because of the small number of aerodromes open to international traffic. International NOTAM (series A) are promulgated as a single series.
5.5.2 b)	Since not all the abbreviations contained in ICAO Doc 8400 have been accepted by our services, only those which have been adopted can be used for complementing the NOTAM code.
Chapter 7	
7.1.3	Pre-flight information is not distributed systematically.

* Recommended Practice

GREECE	
Chapter 2	<p>In addition to the definitions in respect of Danger area, Prohibited area and Restricted area, Greece has introduced the definition:</p> <p>Controlled Firing Area:</p> <p>An airspace of defined dimensions within which firing of projectiles and missiles takes place and is co-ordinated in such a manner that air traffic operating through that area is not endangered.</p>
Chapter 3	
3.4.4.1	In addition to the ICAO abbreviations certain other abbreviations are used. Such abbreviations are marked by an asterisk in the relevant tables of abbreviations shown in GEN Section of the AIP Greece.
3.4.5.3	The letter "C" has been assigned to identify Controlled Firing Area.
3.4.5.4	To avoid confusion, identification numbers of prohibited, restricted and danger areas are never duplicated.
Chapter 4	
4.1.2 c)	The AIP Greece does not yet list all significant differences between national regulations and practices and related ICAO Standards and Recommended Practices and Procedures.
4.1.3	Visual Approach Charts are published only for certain airports.
4.2.4	After the date of each AIP-page, the AIP amendment number by which the page was circulated, is shown.
Chapter 5	
5.1.1.5*	Unserviceability of aids or services NOTAM to not include an estimate of unserviceability period or time at which restoration is expected, unless a specified period for maintenance is promulgated.
5.2.1	<p>The AIP amendments may be used to promulgate information listed in Appendix 3, Part 1 of Annex 15.</p> <p>In this case the following will be observed:</p> <p>a) The dates of publication and effective dates will coincide with those of the internationally agreed AIRAC system.</p>

* Recommended Practice

GREECE (cont'd)	
	<p>b) The amendment will clearly indicate that the replacement pages are being given advance distribution and will come into effect on the common date given on the pages.</p> <p>c) The cover page of such amendments will be identified by the acronym "AIRAC".</p>
5.3.1.2	This Standard is not applied.
Chapter 7	
7.1.4*	Bulletins issued in written form are not accompanied by a graphic presentation.
Appendix 1	
2.2 27)	Such positions or coordinates have not been established yet, consequently they are not included in the AIP Greece.
3.3	Since no special navigation systems are used in Greece, COM 4 Part of AIP Greece has been omitted and COM 3 is used instead for the description of the Aeronautical Fixed Service.
3.4	No list of stations or description of time signals is published.
8.1 1)	As the charts are sold exclusively by CAA-Greece, no other sales agencies are given.
8.3	Same as above.

*Recommended Practice

HUNGARY	
Chapter 3	
3.4.5	
Appendix 1	
5.5	In the airspace of Hungary flying outside the designated controlled airspace, ATS routes and Budapest TMA published in AIP, is prohibited for the international air traffic. For this reason only those prohibited, restricted and danger areas are indicated separately which may have influence on these flights.

INDIA	
Chapter 3	
3.4.5.1	Information on restricted, prohibited and danger areas which may affect aircraft operating along the existing international air routes including advisory routes in India will be published by NOTAM in conformity with Chapter 5 of Annex 15. We, however, feel that all such areas which are situated away from the vicinity of international airports and air routes would be of little interest to international air services operating through India.
Chapter 4	
4.1.3	India will not be able to comply with this requirement for quite some time and no definite date for charts forming part of AIP can be given. The list of aeronautical charts when available for designated international aerodromes and other aerodromes will continue to be published with full details as an AIC. However, to all recipients of AIP where reciprocal arrangements exist, we shall continue to supply charts free of charge as heretofore. Other users of AIP will be supplied charts by AIS on a payment basis.
Chapter 5	
5.1.1.4	It is not always possible for us to comply with this requirement.
5.2.2	Nil notification shall be originated and distributed by NOTAM Class I only.
Appendix 1	
2.0 6)	It will not be possible to comply with this requirement for quite some time and no definite date can be given.
5.3.2 3)	Geographical co-ordinates of all significant points will be to the nearest minute.
5.4	It will not be possible to comply with this requirement for quite some time and no definite date can be given. The recipients of complimentary copies of AIP on a reciprocal basis will continue to receive charts free of charge, but other users of AIP will have to obtain charts from AIS on a payment basis.
5.6	It will not be possible to comply with this requirement for quite some time and no definite date can be given.

IVORY COAST	
Chapter 3	
3.4.1*	Aeronautical Information Publications, NOTAM and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.
Chapter 5	
5.2.1	The regulated system (AIRAC) is not applied.
5.2.1.1	Second class international NOTAM are promulgated on the first and third Thursday of every month and this does not allow for the application of these Standards and Recommended Practices.
5.2.1.2*	
5.2.2	
5.2.3*	
5.3.4.1	This standard is not applied because of the small number of aerodromes open to international traffic. International NOTAM (series A) are promulgated as a single series.
5.5.2 b)	Since not all the abbreviations contained in ICAO Doc 8400 have been accepted by our services, only those which have been adopted can be used for complementing the NOTAM code.
Chapter 7	
7.1.3	Pre-flight information is not distributed systematically.
Appendix 1	
5.3.2 4) b)	The magnetic bearing (from the reference VOR/DME) to the way-point defining a VOR/DME area navigation route will be given to the nearest degree.

* Recommended Practice

MADAGASCAR	
Chapter 3	
3.4.1*	Aeronautical Information Publications, NOTAM and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.
Chapter 5	
5.2.1	The regulated system (AIRAC) is not applied.
5.2.1.1	Second class international NOTAM are promulgated on the first and third Thursday of every month and this does not allow for the application of these Standards and Recommended Practices.
5.2.1.2*	
5.2.2	
5.2.3*	
5.3.4.1	This standard is not applied because of the small number of aerodromes open to international traffic. International NOTAM (series A) are promulgated as a single series.
5.5.2 b)	Since not all the abbreviations contained in ICAO Doc 8400 have been accepted by our services, only those which have been adopted can be used for complementing the NOTAM code.
Chapter 7	
7.1.3	Pre-flight information is not distributed systematically.

* Recommended Practice

NIGERIA	
Chapter 5	
5.2.1	
	The regulated system (AIRAC) is not applied.

PARAGUAY	
Chapter 3	
3.4.1*	The AIP PARAGUAY, NOTAM and Aeronautical Information Circulars are published in Spanish and do not include an English text for those parts expressed in plain language.
Chapter 4	
4.2.3.1	For the time being no dates are established for the publication and distribution of AIP amendments.
4.2.3.2	Not applicable.
Chapter 5	
5.2	Because of a small amount of aeronautical information to be published, it has so far not been considered necessary to adopt the AIRAC system. Nevertheless when significant changes require co-ordination with adjacent countries, the information is published by means of a NOTAM Class II on the dates of the AIRAC system.
5.4.6	Again because of the small number of NOTAM Class I originated by the Asunción NOF and owing to the short validity of those issued every month, the practice of publishing a check list of NOTAM Class I in force every month has been discontinued.
Chapter 7	
7.1.3	Owing to shortage of staff and the lack of rapid printing facilities, aerodrome AIS/ARO units do not for the time being issue plain language pre-flight information bulletins.

* Recommended Practice

POLAND	
Chapter 5	
5.1.1.1 f) 5.1.1.6 e) 5.2.2	Not provided. Not provided. Class I NOTAM is issued also as an AIRAC NOTAM.
Chapter 7	
7.1	Circulars are available only in Warsaw and only for those flights which are notified 24 hours in advance together with the track.
Appendix 1	
2.2 5) 2.2 27) b) 2.2 28) 2.2 36) 2.2 37) 2.2 41) 3.2 10) 3.4	Not provided.
4.0 5) 4.1 6) 5.0 5) 5.3.2 2) 5.3.2 7) 5.3.3	The vertical wind shear is not provided. Not provided. Not provided. ATS/MET reporting points are not provided. Not provided. Provision of flight plans for every flight in any airspace is required.
5.5 3) 5.5 4) 5.6	Not provided. Not provided. Not provided.

SENEGAL	
Chapter 3	
3.4.1*	Aeronautical Information Publications, NOTAM and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.
Chapter 5	
5.1.1.1 q)	Rescue and fire fighting equipment is contained under Item 24 of the list of airport facilities in Part AGA 2 of the Aeronautical Information Publication. Details of unavailable facilities are notified by NOTAM.
5.2.1	The regulated system (AIRAC) is not applied.
5.2.1.1	Second class international NOTAM are promulgated on the first and third Thursday of every month and this does not allow for the application of these Standards and Recommended Practices.
5.2.1.2*	
5.2.2	
5.2.3*	
5.3.4.1	This standard is not applied because of the small number of aerodromes open to international traffic. International NOTAM (series A) are promulgated as a single series.
5.5.2 b)	Since not all the abbreviations contained in ICAO Doc 8400 have been accepted by our services, only those which have been adopted can be used for complementing the NOTAM code.
Chapter 7	
7.1.3	Pre-flight information is not distributed systematically.
Appendix 1	
5.3.2 4) b)	The magnetic bearing (from the reference VOR/DME) to the way-point defining a VOR/DME area navigation route will be given to the nearest degree.

* Recommended Practice

UNITED REPUBLIC OF TANZANIA	Identification is not assigned if the area is of a temporary nature. However, geographical co-ordinates will be given.
Chapter 3	
3.4.5.1	
Chapter 5	
5.1.1.4	At least 24 hours notice is normally given.

UNITED STATES	
Chapter 2	
<p>Danger area</p> <p>Prohibited area Restricted area</p>	<p>The term "Danger area" will not be used in reference to areas within the United States or in any of its possessions or territories.</p> <p>The term "Restricted area" and "Prohibited area" will be employed substantially in accordance with the definitions established and, additionally, the following terms will be used:</p> <p>Alert area - Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity - neither of which is hazardous to aircraft.</p> <p>Warning area - Airspace which may contain hazards to non-participating aircraft in international airspace.</p> <p>Intensive student jet training area - Airspace which contains activities of military student jet pilots and in which restrictions are imposed on IFR flight.</p> <p>Manoeuvring area - This term is not used by the United States.</p> <p>Movement area - The runways, taxiways, and other areas of an airport which are utilized for taxiing, take-off and landing of aircraft, exclusive of loading ramp and parking areas.</p>
Chapter 4	
4.1.2 c)	<p>The United States does not yet list in the AIP all significant differences between national regulations and practices and related ICAO Standards, Recommended Practices and Procedures.</p>
Chapter 5	
5.1.1.1	<p>A NOTAM is not normally originated and issued whenever forecasts of solar cosmic radiation where provided are of direct operational significance.</p>
5.1.1.6	<p>The snow plan and its seasonal supplement will normally not be provided. However, except as otherwise advised by NOTAM or other appropriate means, adequate snow clearance and information pertaining to it can be expected at all United States airports used by international commercial air transport.</p>

UNITED STATES (cont'd)	<p>The United States does not provide pre-flight information in the form of bulletins but plans, in the near future, to provide NOTAM in plain language. Complexity of the United States NOTAM distribution system precludes production of bulletins. Moreover, bulletins risk being outdated by events occurring after materials are submitted for printing.</p>
Chapter 7	
7.1.3	
Appendix 1	
2.0 5)	As for Chapter 5, 5.1.1.6 above.

UPPER VOLTA	
Chapter 3	
3.4.1*	<p>The Aeronautical Information Publications do not include an English text.</p> <p>NOTAM and Aeronautical Information Circulars for international distribution do not include an English text for those parts expressed in plain language.</p>
Chapter 5	
5.2.1 5.2.2 5.2.3*	<p>The regulated system (AIRAC), is not implemented. The distribution of international NOTAM Class II takes place on the first and third Thursday of each month and does not allow implementation of the Standard according to which changes published by NOTAM shall have common effective dates based on intervals of 28 days, including 5 May 1966.</p>
5.3.4.1	<p>In view of the small number of airports open to international air traffic, this Standard will not be applied. NOTAM given international distribution will continue to be issued in one series only.</p>
Chapter 7	
7.1.3	<p>Pre-flight information is not distributed systematically.</p>
Appendix 1	
4.1 2), 3), 5) and 6)	<p>Aeronautical Information Publications do not include information on the frequency of observations and type of information provided or the period of operation of aeronautical meteorological stations, nor do they indicate the stations for which climatological summaries are available.</p>

* Recommended Practice

ZAMBIA	
Chapter 3	
3.1.1.2	The service is provided from 0400–1800 GMT outside that period NOTAM services are provided by ATC.
Chapter 4	
4.1.2 c)	The Republic of Zambia does not yet list in the AIP all significant differences between national regulations and practices and related ICAO Standards, Recommended Practices and Procedures.
4.1.3 e)	Terminal Area Charts are not produced.
Chapter 5	
5.1.1.4	This requirement is difficult to comply with at present.
5.1.1.5*	It is not always possible to give the estimated time at which restoration of service is expected and therefore it is difficult for us to comply with this Recommendation.
5.2	Regulated system (AIRAC) is not applied in full but the system is sometimes used when information is given to AIS in ample time for the NOTAM to be issued at least 28 days in advance of the effective date.
5.2.2	"Nil" notifications are not published by NOTAM Class I or Class II.
5.3.4.3	The predetermined distribution system for NOTAM Class I is not applied.
5.4.1.2	Although the regulated system (AIRAC) is sometimes utilized (see 5.2 above) to some NOTAM, NOTAM so issued are not normally identified by the acronym "AIRAC".
Chapter 7	
7.1.3 } 7.1.4* }	Current NOTAM and other information of current character is made available to flight crews, but bulletin forms are not yet used as we have not introduced them.
Appendix 1	
2.0 6)	The provision is accepted in principle but has not yet been applied as bird hazard is seasonal and it is impossible for the time being to carry out detailed studies on their activities around our airports.
2.2 27)	Not applied.
2.4	Not implemented.

* Recommended Practice

ZAMBIA (Cont.)	
Appendix 1 (Cont.)	
3.0 7)	Not yet implemented.
3.2 11) } 3.3 }	Not applied.
3.4	Not implemented.
4.3	There is no provision for VOLMET broadcasts at present.
5.6	It will not be possible to comply with this requirement for quite some time and no definite date can be given.
5.8	Not yet implemented.
6.0 1)	Not yet applied, charges rates under study.
6.2	Not implemented.
6.3 3)*	Not yet applied, charges rates under study.
7.0	Introduction is not given at the moment, to be published in due course.
7.0 3) } 7.0 4) }	These provisions are accepted in principle but have not yet been applied.
7.1 4) 5) 6)	Not applied.
8.0 2) } 8.2 }	Not applied.
8.2 1) 2) 4) 5) 6) 7) 8) 10)	Not published.
8.3	Not published.
Appendix 2	Not applicable.
Appendix 3	Not fully applied.
Appendix 4	Not applied.

- END -

* Recommended Practice

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